



# HAWAIIAN GAZETTE

AN INDEPENDENT JOURNAL,  
DEVOTED TO HAWAIIAN PROGRESS.

PUBLISHED AND EDITED BY  
HENRY M. WHITNEY.

WEDNESDAY, AUGUST 18.

His Majesty returned from Maui on Friday evening, landing about 7 o'clock. During his short stay on that island, he visited Wailuku, Waiea, and Ulukoula, where he embarked on the returning steamer. Owing to the shortness of his visit, he will probably revisit Maui in September, and thence on to Hawaii.

On our first page will be found a poetical composition from a resident contributor, which, if it appears to others as it does to us, is deserving of special mention. That we have writers of true poetical genius, the original compositions which occasionally appear in our local papers, furnish ample evidence. If those who possess the true poetical gift would often contribute to the press, it would be creditable to them and the islands. At the same time it must be admitted that it is no easy thing to decide what is true poetry, until after it has passed through the ordeal of public criticism. In no class of compositions have there been greater disappointments than in this.

The *Advertiser* is "pleased to learn from the *Gazette* that the *Advertiser* has more than once controlled the destinies of the country,"—and asks for further information. We are loth to believe that "the best literary talent of the islands," [vide publisher's card in the *Advertiser*], is so ignorant of the political history of the past few years, including the revolution of 1861, in which popular rights were ignored and the constitution of 1852 overturned by Royal decree; or of the more recent interregnum of 1873 and 1874. We doubt whether any evidence or "affidavit in due form" however strongly drawn up, with or without the aid of legal talent, would be sufficient to satisfy persons possessed of so weak memories as the "literary talent" aforesaid make a public admission of.

This communication of our correspondent "Tax-payer" relative to a matter of general interest. Our only inter-island steamer has become so invaluable a conveyance for the public mails, travel and freighting, that no alteration of her schedule, as once fixed on and published, should be tolerated, except as the constitution provides, in case of "war, invasion or pestilence," when, of course, all established regulations are liable to be reversed. In the instance referred to by "Tax-payer," the term of the court on Kauai might without inconvenience have been postponed to correspond with the steamer time-table as first published. Notice of the change in the steamer's programme had been given for two weeks; yet, notwithstanding this, the interruption in the previous schedule is being seriously felt. Another thing equally important is promptness in the steamer's movements and in her departure at the hour set, no matter who or what may be behind time. Her captain should have positive orders to start when the town clock indicates her hour for departure, and passengers will soon learn to be on hand, with ten minutes or more to spare in getting on their sea legs.

THE LIBERALS, as a party, in the British Parliament during the past year, save an American, have lacked a leader and failed to find one in the man whom they selected—Lord Hartington. But it is reported that Mr. Gladstone has promised to accept the leadership next year. Disraeli has given him a good spell for much needed rest, besides affording him an opportunity to start the most remarkable pamphlet controversy of the period. Even if the Tory administration should continue a little longer, Mr. Gladstone's return as leader in the Parliamentary conflicts will be warmly welcomed by all men who have faith in a soundly progressive Christian Statesmanship. With an enlightened, well organized Liberal party, bent upon the removal of disabilities and abuses, however rooted, he will make it impolitic for even the Tories not to champion some reforms.

An interesting debate took place in the House of Lords on the 12th of July relative to the German correspondence with Belgium. The telegraph reports that Lord Derby, in reply to a question put by Lord Penzance, said the German note to Belgium, of February 3, 1875, laying down certain international principles, had no application to Great Britain, who was not asked to acquiesce therein. The subjects of the correspondence were now settled, and it was useless to discuss them. The words of the German dispatch, which had been quoted by the noble Lord, were so vague that they did not admit of judicial interpretation. If they meant that all acts having a tendency, however indirect or remote, to cause disturbance in another State, ought to be prohibited, that would be the most preposterous claim ever put forth in diplomacy. If they only meant some acts which international law forbade, that was a principle which, within certain limits, every Government would admit; but for one Government to require another, under pretence, to silence its Press or public speeches, was an act which had always excited, and he hoped always would excite, the strongest sympathy for the latter and indignation against the former, because such a demand was arbitrary and oppressive.

ANDY JOHNSON, with all his political crochets, well expressed a sound republican doctrine, when he said lately to Mr. Nordhoff, "I have unbounded faith in the people. They are conservative. It is only the leaders that are radical—the men who manage conventions. The people lie between. You are in the North; I am in the South. You have radical Republicans in your section, and I have radical Democrats in mine. They are both dangerous. These are the two radical elements, each alike dangerous, as the people, the conservatives. The people, so to speak, have been in the high ground, from the mountains, where they could see what was going on. Whenever the people conclude to view the field for themselves, they will break away from the one hand from the Radical Democrats and on the other from the Radical Republicans. Burke, one of England's greatest statesmen, and the faithful friend of America, foretold the present condition of affairs in this country in remarking of England, at the time of the revolution. In effect, he said that it must be apparent to all unprejudiced minds that the bad men of the nation have combined and taken possession of the Government for selfish and corrupt purposes, and that it is the duty of good and wise

men to associate and have concert of action, or they will fall one by one in a hopeless struggle."

## A Wonderful Invention, if True.

On our fourth page will be found a letter describing a newly-invented motor or power, which, if the expectations of its friends are realized, promises to supersede steam. It is a motive power said to be generated from cold water and air, which evolves into a vapor more powerful than steam, and considerably more economical. Just how this element is made, the inventor proposes to keep a secret until he shall have secured letters-patent in every country that gives to genius this protection. Mr. Keely, the inventor, is described as a poor man who took the first hint leading to this great discovery, by merest accident, and he has devoted himself night and day for several years in working it up. The hint came to him while dwelling upon an idea of his own regarding the force of columns of water. He discovered, at that time, a vapor which he has since harnessed.

With this attachment any ordinary engine may generate from 20,000 to 30,000 pounds of steam to the square inch. The inventor claims that in five seconds time he can supply 2,000 pounds of vapor to the square inch, and enough to run a train of ten cars from Philadelphia to New York and return. It is believed that as a motive power for street cars it will become very popular, the cost of the apparatus being only from \$500 to \$2,500 according to the size and finish desired. This new wonder has another important claim; it cannot explode, for as soon as the vapor comes in contact with the air, it changes immediately into its native elements, air and water.

Mr. Keely claims, and his friends solemnly certify, that his engines of from three to fifteen horse-power have been run every day for a year in the city of Philadelphia without fuel, without chemicals, with nothing but common water, and at a cost of not a cent a day. Moreover, we are assured that the new motor is non-explosive; that it involves no danger of fire; that it dispenses with space for boilers, fuel, &c. All of this sounds very much like a story out of the Arabian Nights Entertainments. It is, indeed, one of the "fairies tales of science." The new power is generated entirely from air and water, and "produces a pressure of 20,000 pounds to the square inch." Mr. Keely has tested the motor to his own satisfaction and that of his friends. He has found capitalists who have become thorough converts to his theory, and the "Keely Motor Company" has been formed, controlling an immense capital, and all to whom the secret of the invention has been divulged, are said to have the most unlimited confidence in all that has been claimed for it. Still we have not forgotten how Paine made a somewhat similar invention a few years ago, and came to grief. He easily produced the wonderful power which he claimed to have discovered, but could not keep it up for any length of time.

**Moody and Sankey in London.**  
(From the S. F. Bulletin.)

The American revivalists in London have certainly so conducted themselves as to win the respect and confidence of educated people, both in and out of the church. This is a great triumph for these men, and a matter in which Americans generally may congratulate themselves. Moody and Sankey did not go to England as the authorized representatives of any American church. They are independent exponents of the scriptures, according to their own understandings. Their methods of preaching are an innovation upon the conservative customs of the English people. In most of the pulpits they have been received with a cordiality and enthusiasm that has won for them the cooperation of the great work of directing the minds of men to religious observances. London dispatches of July 12th say that seven hundred clergymen attended the far west meeting of the American revivalists. Noblemen of the rank of the Earl of Shaftesbury and members of the House of Commons were present. Of the seven hundred clergymen who lent the occasion the sanction of their presence, one hundred and eighty-eight were of the Church of England. Canon Cavoy of Westminster, occupied a seat on the platform. A material recognition of the services of the Americans was suggested, but Mr. Stone on their behalf, said that no testimonial of that nature would be accepted. While the offer of such a testimonial was natural and appropriate on the part of their English friends, the Americans showed their good sense in declining it. Any exhibition of a thrifty disposition on the part of the men who go out of the ordinary way to teach religion to the people subjects them to a suspicion of being actuated by mercenary motives. The regular established church may owe to its religious teachers with fifty-thousand-dollar livings, but the irregular follower must pay his own expenses; otherwise he is supposed to labor for money. Moody and Sankey have shaken England with their teachings, but do not appear to have stooped to gather the fruit.

**The Abducted Child.**  
Of late so little has been said about the sad fate of the abducted boy, Charley Ross, that his name has almost passed out of the public mind. It is a year since he was stolen, and notwithstanding all the attempts to ascertain his whereabouts—if he is yet among the living—and the occasional revival of a hope for his recovery, as it was thought at times his identity had been established in different parts of the country, the same mystery hangs around his fate which accompanied his taking off, and baffles the utmost power of human invention to solve it. The grief that was felt in every household throughout the land at the time the boy was missing, has everywhere subsided in poignancy, excepting in the one family circle where it is felt with crushing weight, and where the memory of the lost one maddens contention to the end, embalm in parental affection. The local sympathies with the Ross family have abated nothing of their interest in the welfare, as is evinced in the efforts to be made by the detectives for the boy's recovery. Every circumstance calculated to inspire hope to that end is seized upon, analyzed and recorded by the local Press, which again believes that a clue has been obtained which may lead to important results. Westwesterly, the brother-in-law of one of the abductors, now in the County Jail at Philadelphia, has made a statement which has put the community all agog. The Times says that it promises well for the recovery of the boy, but for prudential reasons cannot yet be given to the public. Excitement has so often been excited by similar rumors that but little faith is entertained in this. The Times has its doubts; and so will the country at large, until the lost child is actually reproduced.—Bulletin.

## New South Wales and the Centennial.

New South Wales, remarks the S. F. *Alto*, has come to the front in splendid spirit, her Parliament having appropriated five thousand pounds sterling for the purpose of a proper representation of that Colony at the Centennial, next year, at Philadelphia. New South Wales is the earliest settled portion of Australia, and in its territory, we think, the first Australian gold was discovered. For a long time it was noted chiefly for its herds of cattle and flocks of sheep. It has a large territory, almost twice the extent of that of California, and it is very productive and fertile, with a fine climate. The line of steamers between this city and Sydney, the chief city of New South Wales, is creating a far more intimate and, we believe, friendly feeling between the citizens of Uncle Sam and the subjects of John Bull than ever before. Our city is on the natural line between their province and the mother country, and the trip can be made considerably quicker than by way of the Indian Ocean, the Suez Canal, the Red and Mediterranean Seas and the Atlantic, or through France. The liberality shown by the appropriation of twenty-five thousand dollars toward making a favorable exhibit at our National Exhibition, seems to argue that our National Existence respecting that, and no disagreeable memories, traditions or histories of the events of a hundred years ago, will obscure the pride of the people of New South Wales and our own. They are our neighbors, just across the way, and whenever they choose to stop over and bid us good morning, we shall be glad to bid them welcome.

## THE STEAMER'S SCHEDULE.

Mr. KERRICK—The change in the schedule of the sailing of the *Kilauea*, so that the steamer goes this week to Kauai instead of Hawaii as previously advertised, is something more than an inconvenience to the public—it is an outrage which ought not to be passed in silence. Merchants with orders to fill and tourists who had arranged plans of travel to windward, are only a portion of those who are seriously inconvenienced. A great disturbance is caused by switching off the *Kilauea*, we may say, into a reverse direction. Nothing but a great public interest or danger should warrant such a disregard of duty. And what have we as an excuse?

Why forego a judicial gentleman seeking his personal comfort and accommodation, persuade a pilot master who has the movements of the steamer under his control, to let the public vessel wait on the convenience of the Judge, while scores of persons are sorely disappointed in respect to their travel; business is disturbed and damaged; and the confidence of the public in the regular running of the vessel seriously impaired. Such a misdirection of public property is to be commended to a private convenience should be rebuked. Though I recognize an important public duty in the holding of a court of justice, it is not to be commended to a private convenience of the people generally are to be made subservient to the whim or convenience of any public officer, who is well paid for the exercise of his duty, and for the professional travel which his duty involves. He may go to Kauai or elsewhere on public business; but this divergence of the steamer from her advertised route creates a sense of wrong and of the highest injustice; and cannot be a serious loss to the interests of the steamer.

**TAX PAYER.**  
FULLMAN'S LATEST INVENTION.—Those who have traveled in Fullman's palace cars, and enjoyed the rest which they sometimes (not always) afford the sleepy traveler, will understand the object of the new invention noticed by the *Bulletin* below: The elegance and comfort of the Fullman palace cars has been universally admitted. There has been but one material objection to it—the conversion of the interior at an early hour in the evening into a lodging room, by bringing down the berths. This has necessitated the "turning in" of the passengers, whether they felt like sleeping or not. To overcome this fault, the originator of the car has invented an easy-chair, which can be tilted at any angle, to secure an easy posture; and this arrangement is pronounced an excellent substitute for the berth, and it is a great economy room. It is said Mr. Fullman will adopt in his palace cars, in lieu of the berths at present in use.

## NEW ADVERTISEMENTS.

**Notice.**  
THE UNDERSIGNED BEG TO LEAVE TO NOTIFY HIS FORMER CUSTOMERS AND THE PUBLIC IN GENERAL.

He will resume the Baking Business  
On Monday next, Aug. 23d,  
On King Street, Opposite G. Walker's Market.  
He wishes to return thanks for former patronage, and to merit a continuance of the same by low prices.  
WILLIAM MANN.

**BALTIMORE OYSTERS.**  
FRESH FROM THE FACTORY OF LOUIS  
McIntire & Co., received per Ocean, in cases of 100 each—400 Baskets—each 25 lbs. net weight.  
For sale low by  
(243) BOLLES & CO.

**COTTON DUCK.**  
A NEW LOT OF THE LAWRENCE PATENT—An assortment of Numbers received per Ocean, in barrels and half barrels—For sale by  
(243) BOLLES & CO.

**Columbia River Salmon.**  
JUST RECEIVED PER J. A. FALKENBERG.  
In barrels and half barrels—For sale by  
(243) BOLLES & CO.

**R. S. HOWLAND,**  
Shipping & Commission Merchant  
206 Front St., near California St.,  
SAN FRANCISCO, CAL.

**WING CHONG TAI & CO.**  
HONOLULU BAKERY.  
500 Corner of King and Maunaloa Streets, Honolulu.

**THE GREAT CENTENNIAL**  
**APPROACHING!**  
**GRAND OPENING!**

**M. McINERNEY**  
Has Just Received  
—PER—  
**STEAMER MACGREGOR**  
The Finest Lines

**TRUNKS, VALISES,**  
Carpet Bags, &c.,  
Ever Seen in this City!

Consisting of:  
Ladies' Riveted Sole Leather Trunks,  
Ladies' Bridle Leather Trunks,  
Ladies' Elasticated Saratoga Trunks,  
Ladies' Elegant Leather Covered Saratoga Trunks,  
Ladies' State Room Trunks,  
Gents' Riv'd Sole Leather Trunks,  
Gents' Riv'd Elasticated Trunks,  
Gents' Elasticated Trunks,  
Gents' Riv'd Elasticated Trunks,  
Gents' Riv'd Elasticated Trunks,  
Gents' Riv'd Elasticated Trunks.

**LADIES AND GENTS**  
**Russia Leather Dressing Cases.**  
MIRBEE AND BOYD  
Trunk and Shoe Straps,  
Blankets and Shoulder Straps, &c.

**This Elegant Line of Goods**  
Ready for Inspection this Wednesday.

Also, PER SAME ARRIVAL,  
20 DIFFERENT STYLES OF MEN'S  
**SHOE AND SLIPPER WARE!**  
Which have only to be seen to be appreciated.

**THEY SPEAK FOR THEMSELVES**  
—ALSO—  
**Watches, Chains, Silver Ware, (solid),**  
Diamond Jewelry, &c.,  
Which will be sold low

CALL AND EXAMINE FOR YOURSELVES.  
243  
**M. McINERNEY.**  
LARGE VARIETY, AND TO BE HAD AT  
the Stock and Sales Depot of  
H. M. WHITNEY.

## SHIPPING.

**For Portland, Oregon.**

THE HAWAIIAN BANK  
**Jane A. Falkenburg,**  
J. A. BROWN, MASTER.  
Having Part of her Cargo Engaged,  
Will Sail This Day, August 18th  
For Freight and Passage, apply to  
241 7/8  
CASTLE, COOKE, Agents.

**For Portland, Oregon.**

THE HAWAIIAN BANK  
**MATTIE MACLEAY,**  
J. WALTER, MASTER.  
WILL HAVE QUICK DISPATCH FOR THE ABOVE PORT  
For Freight or Passage, apply to  
241 7/8  
H. HACKFELD & CO., Agents.

**FOR SAN FRANCISCO.**

The A. S. N. Co.'s Fine Steamship  
**CYPHRENE!**  
T. WOODS, COMMANDER.  
WILL SAIL FOR SAN FRANCISCO  
On or about August 23d.

All freight intended for shipment per steamer either to San Francisco or the Columbia will be received in the Steamer Warehouse Free of Storage.  
The Agents will give a Warehouse Receipt for all Merchandise but will not be responsible for loss by fire.  
For Freight and Passage, or any further information, apply to  
C. BREWER & Co., Agents.

**For Sydney, N. S. W.**

The A. S. N. Co.'s Fine Steamship  
**"MIKADO!"**  
CAPTAIN F. ZOOBER.  
WILL SAIL FOR SYDNEY, N. S. W.  
On or about August 24th.

All freight intended for shipment per steamer either to San Francisco or the Columbia will be received in the Steamer Warehouse Free of Storage.  
The Agents will give a Warehouse Receipt for all Merchandise but will not be responsible for loss by fire.  
For Freight and Passage, or any further information, apply to  
C. BREWER & Co., Agents.

**Kauai Packet.**

FOR KOLOA AND WAIMEA!  
THE SCHOONER  
**KAMAILE!**  
BOLLES, MASTER.

Will have regular dispatch for the above named Ports, and after the 15th of November next, will further receive Freight and Passage taken at the Lowest Rates.  
(242) BOLLES & CO., Agents.

**TIME TABLE**  
OF  
THE HAWAIIAN  
STEAMER **KILAUEA**  
MARCHANT, 1111 MASTER.

Aug. 15—Wednesday, 3 P. M.—Circuit of Kauai.  
16—Thursday, 5 P. M.—Hilo, Kilauea, both ways.  
17—Friday, 3 P. M.—Circuit of Kauai.  
18—Saturday, 5 P. M.—Hilo and Kilauea, both ways.  
19—Sunday, 3 P. M.—Naivao.  
20—Monday, 5 P. M.—Circuit of Kauai.  
21—Tuesday, 3 P. M.—Hilo and Kilauea, both ways.  
22—Wednesday, 5 P. M.—Circuit of Kauai.  
23—Thursday, 3 P. M.—Naivao.  
24—Friday, 5 P. M.—Circuit of Kauai.  
25—Saturday, 3 P. M.—Hilo and Kilauea, both ways.  
26—Sunday, 5 P. M.—Circuit of Kauai.  
27—Monday, 3 P. M.—Naivao.  
28—Tuesday, 5 P. M.—Circuit of Kauai.  
29—Wednesday, 3 P. M.—Hilo and Kilauea, both ways.  
30—Thursday, 5 P. M.—Circuit of Kauai.  
31—Friday, 3 P. M.—Naivao.

**Rates of Passage will be**  
To or from Kilauea, Hilo, Naivao, both ways, \$5.00  
To or from Kilauea, Hilo, Naivao, both ways, \$7.00  
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